

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION POLICY COMMITTEE MEETING

April 20, 2016  
MAG Office, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Jerry Weiers, Glendale, Chair	Mayor Georgia Lord, Goodyear
* Mayor John Giles, Mesa, Vice Chair	* Mayor Mark Mitchell, Tempe
# Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee	Mayor Lana Mook, El Mirage
Mr. Dave Berry, Swift Transportation	* Mr. Garrett Newland, Macerich
Vice Mayor Bridget Binsbacher, Peoria	* Mayor Tom Rankin, Florence
Councilmember Jenn Daniels, Gilbert	Mr. Mark Reardon, Vulcan Materials Company
Mr. Doug DeClusin, Sunland Asphalt	* Vice Mayor Jack Sellers, Chandler
* Supervisor Clint Hickman, Maricopa County	Vice Mayor David N. Smith, Scottsdale
# Mr. Charles Huellmantel, Huellmantel and Affiliates	* Mayor Greg Stanton, Phoenix
Mr. Joseph La Rue, State Transportation Board	Ms. Karrin Kunasek Taylor, Arizona Strategies, LLC
* Lt. Governor Stephen Roe Lewis, Gila River Indian Community	# Mayor Kenneth Weise, Avondale
	Mayor Sharon Wolcott, Surprise

\* Not present

# Participated by telephone conference call

+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Jerry Weiers at 12:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Weiers noted that Mr. Roc Arnett, Mr. Charles Huellmantel, and Mayor Ken Weise were participating by teleconference.

Chair Weiers introduced Mr. Doug DeClusin, President and CEO of Sunland Asphalt. Mr. DeClusin was appointed to the construction interest seat by President Andy Biggs.

Chair Weiers introduced Vice Mayor Bridget Binsbacher, who will be representing the City of Peoria on the TPC. Vice Mayor Binsbacher's appointment is on the April 27 Regional Council agenda.

Chair Weiers noted that on April 13, 2016, the MAG Management Committee recommended approval of agenda items #4B, #4C, and #4D, which were on the TPC's Consent Agenda.

3. Call to the Audience

Chair Weiers noted that no public comment cards had been received.

4. Approval of Consent Agenda

Chair Weiers stated that agenda items #4A, #4B, #4C, #4D were on the Consent Agenda. He stated that public comment is provided for consent items, and noted that no public comment cards had been received. Chair Weiers asked members if they would like to remove any of the consent agenda items or have a presentation.

Mayor Sharon Wolcott asked for clarification if the changes being proposed for light rail transit projects listed in agenda item #4C reflected the recent action by the City of Scottsdale to not move forward on light rail.

Mr. Eric Anderson, MAG staff, replied that the changes to the light rail schedules were not due to the Scottsdale action. He explained that the Scottsdale council action was taken to not include light rail as the city develops its long range transportation plan. Mr. Anderson stated that the action being requested today was to align completion dates due to the City of Phoenix passing its sales tax election in August.

Mayor Wolcott stated that she wanted to ensure there was discussion of light rail. She noted that the City of Glendale is doing a lot to extend light rail farther into the West Valley. Mayor Wolcott stated that this could be an opportunity for funds not used by Scottsdale for light rail to go to the West Valley light rail and perhaps expand Glendale's program.

Mr. Anderson noted that Proposition 400 funding was programmed for Bus Rapid Transit along Scottsdale Road, but not for light rail.

Mayor Wolcott stated that funding for Bus Rapid Transit is something she wanted to keep open for discussion.

Mr. Anderson noted that an update of the Transit Framework Study will be conducted in FY 2017. He noted that the study is a regionwide look at transit services.

Mayor Georgia Lord moved to recommend approval of Consent Agenda items #4A, #4B, #4C, and #4D. Mayor Lana Mook seconded, and the motion passed unanimously.

4A. Approval of the February 17, 2016, Meeting Minutes

The Transportation Policy Committee, by consent, approved the February 17, 2016, meeting minutes.

4B. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program and to the 2035 Regional Transportation Plan

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and, as appropriate, to the 2035 Regional Transportation Plan. The Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, with the last modification approved at the March 23, 2016, Regional Council meeting. Since then, project additions have been requested by the Arizona Department of Transportation (ADOT) and other general project changes by member agencies. On March 31, 2016, the MAG Transportation Review Committee recommended approval of the requested project changes. On April 13, 2016, the MAG Management Committee recommended approval.

4C. Changes to Regionally Significant Projects Within the Draft FY 2017-2021 Transportation Improvement Program and Amendment to the FY 2014-2018 MAG Transportation Improvement Program and Amendment to the 2035 Regional Transportation Plan

The Transportation Policy Committee, by consent, recommended approval of changes to the revised opening dates for rail transit projects within the Draft FY 2017-2021 Transportation Improvement Program and an amendment to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan. Four light rail transit projects in the MAG region now require revision to their current opening dates, along with one new light rail capital structure added to the Draft FY 2017-2021 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) Amendment, and will undergo necessary air quality conformity analysis. These changes are the result of the January 26, 2016 Phoenix City Council decision to approve the acceleration of two light rail projects, the deferral of one phase of a light rail project and the addition of one light rail station. The Tempe Streetcar project will also be deferred by one year as per the Valley Metro Transit Life Cycle Program (TLCP). This action will more closely align with the Federal Transit Administration (FTA) funding allocations and project delivery schedule. The requested project changes were recommended for approval on March 15, 2016, by the MAG Transit Committee, on March 31, 2016, by the MAG Transportation Review Committee, and on April 13, 2016, by the MAG Management Committee recommended approval.

4D. Draft FY 2017-2021 MAG Transportation Improvement Program (TIP) - Interim Listing of Projects for an Air Quality Conformity Analysis

The Transportation Policy Committee, by consent, recommended approval of the Draft FY 2017-2021 MAG Transportation Improvement Program - Interim Listing of Projects for an air

quality conformity analysis. The 1990 Federal Clean Air Act requires that regional transportation plans and programs be in conformance with all applicable air quality plans. To comply with this requirement, an air quality conformity analysis of the Draft FY 2017-2021 MAG Transportation Improvement Program - Interim Listing of Projects needs to be conducted, prior to consideration of the program for final approval. Members are being asked to review and comment as appropriate, on the Interim Listing of Projects that will undergo an air quality conformity analysis. On April 13, 2016, the MAG Management Committee recommended approval.

5. Regional Freeway and Highway Program Update – 2016 Rebalancing

Chair Weiers noted that a letter from Chandler Vice Mayor Jack Sellers regarding agenda item #5 was at each place.

Mr. Bob Hazlett, MAG staff, provided an update on the Regional Freeway and Highway Program and a report on rebalancing efforts. He noted that the TPC was last updated on the Regional Freeway and Highway Program in September 2015. Mr. Hazlett began the presentation by stating that a worldwide poll was conducted by Waze, the world's largest community-based traffic and navigation app, which helps people navigate through congested traffic conditions. He noted that the Waze poll found that Phoenix was ranked the Best Driving Experience in the World. Mr. Hazlett noted that thanks to the planning efforts, this favorable voting is not by chance, it is well planned.

Mr. Dennis Smith noted that the Waze poll can be utilized by the economic development department of any jurisdiction in their recruitment efforts.

Mr. Hazlett displayed a map of freeway and highway projects completed since 2006. He noted that the projects on the map represent \$4.1 billion in transportation investments. Mr. Hazlett stated that completed projects include 660 total lane-miles -- 420 of the planned 720 general purpose lane-miles and 240 of the 360 planned HOV lane-miles. Mr. Hazlett stated that 66 lane-miles per year on average were delivered by the Regional Freeway and Highway Program during one of the worst economic situations this region has ever seen, and is more than most states can deliver. Mr. Hazlett stated that the average cost per lane-mile is about \$6.3 million, or, a little over \$50 million per mile for an eight-lane facility. He remarked that the Loop 202/South Mountain Freeway will add approximately 180 lane-miles to the system and bring the program to about 80 percent complete when it opens to traffic in December 2019.

Mr. Hazlett stated that remaining major projects presently funded in the program include Loop 202/South Mountain, Bell/Grand, Thunderbird-Thompson Ranch/Grand, Loop 303, Loop 101/Price and Loop 101/Pima, and recommendations from the I-10/I-17 Corridor Master Plan.

Mr. Hazlett stated that the cash flow balance for the Regional Freeway and Highway Program was presented to the TPC in April 2012. It showed that in 2014, the program would be in trouble. Mr. Hazlett stated that the program was rebalanced to account for what was projected to be a \$390 million shortfall at the end of the program in 2026.

Mr. Hazlett stated that after the rebalancing, MAG, the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) took an aggressive approach toward maximizing construction at the lowest cost. He noted that they closed out projects that had been completed, implemented design innovations such as design build, and conducted value engineering sessions, and cost risk analysis workshops. Mr. Hazlett noted that in addition, the South Mountain Freeway is being built as a public-private-partnership (P3), which is providing a construction bid lower than anticipated, delivery of the corridor almost four years ahead of schedule, and maintenance for the next 30 years. He stated that revenues have improved and funding certainty realized through the Federal Fixing America's Surface Transportation Act (FAST Act).

Mr. Hazlett stated that the projected year-end cash flow balance for 2016 is approximately \$640 million, and could go higher. He stated that the cash flow improved by about \$1 billion and the MAG Regional and Highway Program has never been in better health. Mr. Hazlett acknowledged the efforts on the cost risk analysis to the following: From ADOT, Mr. Rob Samour, Mr. Steve Boschen, Mr. Trent Kelso, Mr. Kwi Sung Kang; from Federal Highway Administration, Mr. Tom Dietering, Mr. Aryan Lirange, Mr. Ed Stillings, Ms. Rebecca Yedlin; MAG staff, Chaun Hill, Quinn Castro, Roger Herzog, Teri Kennedy, Audra Koester-Thomas, Sarath Joshua, Nathan Pryor, Kelly Taft, Eric Anderson, and Dennis Smith; the HDR cost risk analysis team; and the ADOT on-call consultants.

Mayor Georgia Lord called for a round of applause.

Mr. Joe La Rue stated that ADOT has been aggressively refinancing debt. He remarked that this is not bringing in hundreds of millions of dollars in interest savings, but it is bringing in something. Mr. La Rue also noted that due to commodities prices, they are also getting good prices for projects that are value engineered. He added that this is an amazing result to a challenging eight-year situation.

Ms. Karrin Kunasek Taylor added her congratulations and she said it is a testament to a lot of people working hard. She expressed her agreement with Mr. Dennis Smith's suggestion to distribute the Waze slide to economic development departments, the Arizona Commerce Authority, the Greater Phoenix Economic Council, Chambers of Commerce etc., because it is a huge selling point when people are looking at our market.

Mr. Hazlett then reviewed the four rebalancing criteria for the \$640 million surplus of project priorities, project readiness, travel demand, and funding realities are similar to the walls of a corral. He requested that the TPC discuss the criteria and if any might be missing.

Mr. Hazlett stated that the first wall of the corral is project priorities. He displayed a map of the projects identified in Proposition 400, but deferred during the 2009 and 2012 rebalancing efforts. At the time, the cost opinions were about \$7 billion; today, staff believe these deferrals are around \$2.8 billion. Mr. Hazlett noted that there are probably new interchanges not included in Proposition 400 that might need consideration today, for example, I-17/Happy Valley Road,

I-17/Pinnacle Peak Road, I-10/Miller Road, I-10/Watson Road, and Loop 202/Lindsay Road. Mr. Hazlett also noted that there are emerging technologies and operational enhancements.

Mr. Hazlett stated that the second wall of the corral is travel demand. He said that travel patterns change over time. Mr. Hazlett stated that one example is freight traffic growing faster than anticipated due to increased California port activities, which could necessitate the widening of I-10 from SR-85 to Verrado Way. He noted a need for new traffic interchanges along I-17 at Happy Valley Road and Pinnacle Peak Road. Mr. Hazlett noted that the Pinnacle Peak Road interchange in particular is a concern as traffic is now backing out onto the I-17 mainline during peak times causing safety issues. He added that they want to make sure that what made sense in 2003 still makes sense today.

Mr. Hazlett stated that the third corral wall is project readiness. He said that it still takes time to get new projects off the ground and other projects can influence new project timing. Mr. Hazlett stated that for a period of time, it was anticipated that Loop 202/South Mountain would command the greater part of the cash flow over the seven to eight years it was under construction, resulting in other large projects occurring after 2021. Mr. Hazlett explained that as a result of the ADOT/Connect 202 Partners P3 project, the Loop 202/South Mountain is anticipated to be done in 2019, instead of 2023, allowing other projects to advance. Mr. Hazlett stated that any new projects need to undergo environmental clearances, design concept reports, procurement, cost risk analysis, and right-of-way acquisition. He added that staffing capabilities at ADOT and FHWA is a consideration for bringing back projects to the program. Mr. Hazlett stated that one question is whether projects would be rated higher depending on project readiness.

Mr. Hazlett stated that the fourth corral wall is funding realities. He stated that revenue streams -- the Regional Area Road Fund (RARF, half-cent sales tax) and Highway Users Revenue Fund (HURF gas tax) -- are tied to the economy. Also, FAST Act legislation is through 2020 and is subject to congressional approval of the federal funding stream. Given these potential uncertainties, Mr. Hazlett stated that MAG staff recommends a phased approach at this time and programming \$500 million of the surplus until future economic conditions are known.

Mr. Hazlett noted questions for discussion: Are there additional criteria that should be considered? Is there greater weight for different criteria? Does the phased approach make sense for reprogramming the cash flow surplus?

Chair Weiers asked members if they had questions on this portion of the presentation.

Mayor Wolcott remarked that the phased approach and programming only \$500 million and leaving a cushion at the end makes sense. She stated that there should be discussion of the expectations of voters regarding Proposition 400. Mayor Wolcott recalled the transfer of highway funds to transit a few years ago. She said that she seemed to recall that transferring transit funding to highway was not allowed.

Mr. Anderson noted that Mayor Wolcott was referencing the Mesa/Gilbert light rail extension, which utilized federal Surface Transportation Program (STP) funds. He explained that STP funds are eligible for transit use and are under MAG's programming responsibility. Mr. Anderson stated that MAG had the flexibility to transfer those STP funds from the Arterial Life Cycle Program to the transit program. He noted that Mayor Wolcott was correct that Federal Transit Administration funds cannot be flexed back to the highway side. Mr. Anderson stated that the funding for this highway rebalancing consists of three sources: 1) Proposition 400 sales tax funds allocated to the highway program, which are protected statutorily for the highway program; 2) the HURF, restricted to roads and streets and can be used only on the State Highway System; 3) federal highway funds that flow to ADOT and are programmed by ADOT, with the exception of approximately \$5 million for the State Highway Program. Mr. Anderson remarked that for the most part, these funds are restricted to the State Highway System. To transfer them for other uses would be extremely difficult, if not impossible.

Mayor Wolcott asked for clarification of the funds used in the Mesa light rail project were primarily federal funds.

Mr. Anderson replied yes, they were federal STP funds suballocated to the MAG region, therefore, MAG had the authority to reprogram those funds. He added that this does not necessarily apply to the funds that flow to ADOT.

Mayor Wolcott asked for clarification that a minimum amount needed to be spent on transit projects in Proposition 400 and that transit money could not be moved to highway projects but highway money could be moved to transit projects.

Mr. Anderson replied that this was not the case. He indicated he would be glad to meet with Mayor Wolcott on this.

Mr. Hazlett outlined next steps. Based on today's conversation, conduct additional technical analyses and identify potential projects for the June 15, 2016, TPC meeting. Revise as needed and provide scenario recommendations in August. Submission to the MAG Regional Council in either September or October for approval. Amend the Regional Transportation Plan and conduct an air quality conformity analysis.

Mr. Anderson stated that staff anticipates bringing back projects to the TPC in June. He said the criteria will undergo a ranking mechanism. He noted that the map of deferred projects shown by Mr. Hazlett are Proposition 400 projects, in addition to five traffic interchanges that were not part of Proposition 400, but should be considered to be added into the program from a safety and capacity perspective. Mr. Anderson noted that projects that were not in the original plans have been added to the Plan, for example, Maryland HOV ramps and the Hawes Road traffic interchange on the Santan Freeway.

Mr. Berry asked for clarification that the TPC will be requested to discuss the criteria for building the "walls of the corral."

Mr. Anderson replied yes, staff wants to ensure that the criteria are reasonable and no criteria were missing.

Mr. Berry expressed he thought the four criteria looked fine, but he mentioned that when Proposition 400 was put together, they looked at firewalls between modes and ensured that return to sender was fair and balanced. He asked if those factors would be considered when the TPC decides what is in the corral. Mr. Hazlett noted that the 2016 rebalancing exercise will look at only the Regional Freeway and Highway Program.

Mr. Anderson noted that on regional balance, the east/west/central piece was done in 2003. He stated that regional balance is important, but they are also trying to build a good regional system and need to consider issues they see on the system.

Mr. Berry stated that maybe the hope is with ten years to go in the plan, there might be more pleasant surprises with revenue growth and an improved economy. He added that other opportunities to take a look at the plan might arise.

Mr. Hazlett remarked that he thought there might be another opportunity in three to four years from now. He indicated that they want to ensure that the needs of the region are met and they are being good stewards of the money of the taxpayers.

Vice Mayor David Smith remarked that the criteria looked fine to him. He asked if the intent was to introduce new projects in addition to previously deferred projects. And, if new projects are introduced, would they push out another project.

Mr. Hazlett replied that the travel demand side of this causes them to take a look at some projects to ensure the right decisions are being made. In terms of pushing out projects, he recommended seeing what the scenarios show. Mr. Hazlett stated that it is a delicate balance with the projects that were promised to the voters in 2003, but a lot has happened since then.

Mr. Dennis Smith stated that Mr. Hazlett has done a good job on the criteria, but safety trumps a lot and warrants another look, even if it was not in the original plan. Mr. Smith also noted that he hoped that another element that would be considered is improving the economy, which is important after the Great Recession. He suggested looking at the direction of travel demand.

Mr. Roc Arnett stated that the voters approved projects, which were later deferred. He indicated that he thought to honor the wishes of the voters, these deferred projects need to be put back in before adding new projects.

Chair Weiers expressed that he thought the focus should be on building the plan, just as Mr. Arnett mentioned. He said that including those projects that were pushed out beyond funding does not preclude looking at critical issues. Chair Weiers added that there is a surplus of funds in this proposal. He questioned why have a plan if the plan is not worked.



Mr. La Rue noted that he would be interested in active traffic management and technology for doing more with less. He remarked that he did not think the economy was yet out of the woods and there are too many unknowns globally. Mr. La Rue stated that he did not know how these projects might be modeled or how they would compare now to how they were evaluated when first entered into the plan.

Mr. Hazlett said that staff was now trying to see what criteria mean the most to the TPC. He remarked that it seems like the project priorities is one of the leading criterion and travel demand has a lesser priority. Mr. Hazlett indicated they are trying to incorporate technology into the projects as best they can. He noted that ADOT has taken an aggressive lead with its Traffic Systems Management and Operations Division to improve the highway system, and he added that the posting of travel times a majority of the day is a big step in the right direction. He indicated that some technology projects, though still in the millions of dollars, are fairly low cost items that could be considered.

Mr. La Rue commented on the benefits of technology creating the greatest capacity for the least amount of dollars in the near term.

Mayor Georgia Lord stated that the priorities identified from the previous rebalancing efforts in 2009 and 2012 were stated as they should be restored as soon as funds are available, specifically SR-30. She stated that SR-30 is a key project that was deferred and they feel it should be restored as part of this rebalancing effort.

Mr. La Rue stated that numerous studies have been in process for SR-30, and this demonstrates project readiness.

Mayor Wolcott asked for clarification of items that need to be met for the expansion of north Loop 303. Mr. Hazlett stated that the fifth and sixth general purpose lanes on Loop 303 between Happy Valley Road and Interstate 17 and a system interchange at Loop 303 and Interstate 17 were deferred. He added that the project also includes some service interchanges.

Mayor Wolcott asked for more detail on the Pinnacle Peak and Interstate 17 area. Mr. Hazlett explained that Pinnacle Peak and Happy Valley Roads need to be looked at from a safety perspective due to the impacts of widening Interstate 17.

Mayor Wolcott stated that it is important to be sensitive to realities on the ground, but we need to stay in good faith of the voters and build the plan. She remarked that it is not just the regional investments, but also the investments made by others because the projects were contained in the Regional Transportation Plan. Mayor Wolcott remarked that she thought it would be difficult to add new projects because we are not out of the woods economically. She suggested that this is bifurcating transportation by only addressing highways when there is a transit component, which does have an impact on travel demand. Mayor Wolcott stated that she did not think there could be two conversations in isolation. She indicated that transit is an important piece in a growing area. Mayor Wolcott stated that an article in Bloomberg said that Surprise is the worst-ranked U.S. city

over 100,000 population for transit accessibility. She questioned how this could happen when it is located next door to the sixth largest city in the U.S. Mayor Wolcott stated that these conversations cannot happen in isolation and connectivity of modes needs to be discussed to ensure relevance to each other.

Mayor Kenneth Weise noted that the voters approved the Plan with the vision it would be done. Mayor Weise stated that the voters had a vision for SR-30. While funding disappeared, in 2009 and 2011, the Regional Council reconfirmed its commitment to the Plan. To add new projects now before the original projects have been built seems like jumping the gun a bit. SR-30 takes a large amount of funds, but will provide economic development opportunities to many jurisdictions. Mayor Weise stated that if funds are available, this project needs to be jump-started.

Councilmember Jenn Daniels expressed support for the project priorities listed. She said that she looks at the Valley as very fluid and she said it has grown in ways that were not predicted when the voters approved Proposition 400. Councilmember Daniels stated that there is a need to plan, but also a need to prepare for the unknown and make shifts and adjustments to accommodate that. She urged that a comprehensive look at this be taken and commitment to the voters maintained to prepare for possibilities and realities, otherwise, we are doing future leaders a disservice if we do not maintain flexibility.

Mayor Lord stated that a number of projects are vital to the region. She expressed her agreement with keeping in mind the advancement of economic development. Mayor Lord stated that a tremendous amount of investment was made by developers and investors due to the Plan in place and it would be a shame to not honor that commitment to the voters.

Chair Weiers summarized from the discussion that the majority of TPC members who spoke expressed that they would like to focus on building the Plan. He indicated priority should be given to restoring the voter approved projects that were originally part of Proposition 400 that were deferred due to project rebalancing during the Great Recession. Chair Weiers directed staff to use that guidance along with the draft project priorities for TPC consideration at a future meeting.

Mr. Dennis Smith remarked that he was present when the Plan was developed in 2003, and it was the best plan at that time. He noted that if there are safety issues, elected officials need to ensure they are addressed. Mr. Smith noted that no action was being requested today and the TPC could have further discussion and provide additional guidance at a future meeting.

6. MAG Managed Lanes Network Development Strategy - Phase II Project Update

Mr. Bob Hazlett reported on the MAG Managed Lanes Network Development Strategy - Phase II project. He noted that the MAG Managed Lanes Network Development Strategy is a four-phase effort that began in 2011. Mr. Hazlett stated that in 2013, Phase I was completed and the Transportation Policy Committee recommended proceeding with the Phase II.

Mr. Hazlett stated that the key recommendations from Phase I included unified branding and active traffic management. He stated that for a pilot project to demonstrate the benefits of integrated managed lanes strategies, the consultant wanted a corridor that would not be subject to construction, which eliminated Interstate 10 because it will be under construction with the South Mountain Freeway.

Mr. Hazlett stated that active traffic management reduces the potential for crashes when speed and conditions change; reduces congestion with variable speed limits, lane control, and hard shoulder running; improves reliability, enhances information to motorists; and provides meaningful traffic-flow benefits at a relatively low cost.

Mr. Hazlett displayed a photograph of Interstate 5 in Seattle, where active traffic management has been implemented. He noted that one of the best examples of active traffic management is the Managed Motorways approach in Melbourne, Australia, which is approximately the same size as the Phoenix metro area. Mr. Hazlett stated that the Melbourne Managed Motorways system uses ramp meters and after implementation, realized a gain of 20 percent in travel speed and a reduction of 15-30 percent in road crashes. Mr. Hazlett described how the ramp meters automatically update every 20 seconds throughout the day.

Mr. Hazlett stated that four Valley freeway system corridors were identified as potential candidates for an active traffic management pilot: SR-51/Piestewa from Interstate 10 to Loop 101; southbound Loop 101 from Princess Drive to Loop 202/Red Mountain; Loop 101/Agua Fria from Interstate 10 to Bell Road; eastbound Loop 202/Red Mountain from Interstate 10 to Loop 101. Mr. Hazlett stated that after screening, the SR-51 corridor could best fit the criteria for a pilot.

Mr. Hazlett stated that staff from Melbourne came to the Valley to examine the corridor and provide a recommendation how the pilot could be established. He said that the Melbourne staff indicated that the Valley had equipment and elements that could be beneficial in an active traffic management system. Mr. Hazlett stated that additional pavement sensors would be needed. He stated that the pilot might also utilize cloud computing. Mr. Hazlett stated that the cost opinion for the pilot project is approximately \$7 million. He noted that Phase II of the MAG Managed Lanes Network Development Strategy is approximately 80 percent complete and additional reports would be presented at future meetings.

Chair Weiers thanked Mr. Hazlett and asked if there were questions.

Mr. Berry asked the anticipated increase in travel speed. Mr. Hazlett replied that Melbourne realized an increase of approximately 20 percent in travel speed. He added that systems in Colorado and Utah are being implemented by their departments of transportation.

Mayor Wolcott remarked that she thinks the metering system in the region works great. She asked if there had been any user feedback.

Mr. Eric Anderson replied not directly, but there is anecdotal evidence that drivers do not like to sit at the light. He added that in the past, ADOT did not have the ability to change the signal timing without going to the physical location. Mr. Anderson noted that in this system, the ramp meters are tied to sensors in the pavement feeding speed and travel demand information. He indicated that they see this as an opportunity to implement this concept at a relatively low cost. Mr. Anderson remarked that people do not understand what ramp metering does, but once demonstrated, ramp metering results in smoother traffic flow. He stated that increasing traffic flow on the freeways will draw traffic from the arterial streets. Mr. Anderson remarked that freeways represent the highest value streets and greater utilization of the investment is a win-win. He remarked that with technology, the capacity of a lane or two could be added without adding any pavement. Mr. Anderson stated that he thought this had great potential.

Mayor Wolcott expressed concern for speed cameras, which became a political issue. She stated that the question is whether to make an investment in a technology and someone goes to the Legislature and says they dislike the technology and to get rid of it. Mayor Wolcott stated that they had a political issue on ramp meters in Minnesota and it took a long time before the traffic engineers were allowed to do what they do best.

Mr. Hazlett reported that the Minnesota Department of Transportation was required to turn off all 433 ramp meters for eight weeks. A study was done and found that the travel speed decreased approximately 22 percent and the crash rate increased approximately 26 percent.

Mr. Anderson suggested having educational material on technology.

7. Update on Performance Measures and Targets Working Group

Due to time constraints, this item was not presented.

8. Legislative Update

No report was provided.

9. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

10. Comments from the Committee

An opportunity was provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee is not allowed to propose,

discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

No comments were noted.

Adjournment

There being no further business, the meeting adjourned at 1:20 p.m.

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Chair

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Secretary